

From the Draft September 11, 2015 Plan Text

Underlined and highlighted text = New text 6/9/16

Initial Development Level

To implement the first 20 year increment of the ultimate vision for Tysons, an Initial Development Level (IDL) of 45 million square feet ~~the total amount of office uses built and approved in the entire urban center should not exceed an initial development level of 45 million square feet was established in the Plan.~~ This amount is the office component of the high forecast for the year 2030 prepared for Fairfax County in 2008 by George Mason University's (GMU) Center for Regional Analysis. Office floor area ~~that should to~~ be counted toward the initial development level IDL included ~~includes~~ all existing office ~~buildings~~ uses and any office development ~~that is approved through a proffer rezoning, a special exception, or a by-right site plan.~~ Office floor area reserved for public facility bonuses ~~should~~ would also be counted toward ~~the this~~ initial development level.

~~The initial development level focuses on office uses because they represent the majority of existing uses and have high peak period vehicle trip generation characteristics. New uses other than offices that have a significant impact on peak period trips should also be managed carefully and may be counted toward the initial office development level.~~

To encourage new housing development in Tysons, residential uses were not limited by the IDL and could ~~may be~~ rezoned at levels above the 2030 forecast for housing. Uses such as neighborhood retail, hotels, and arts/civic space ~~may could~~ also be rezoned at levels above the 2030 forecast if they do did not have a significant impact on peak period vehicle trips.

The Land Use and Transportation sections of the Areawide Recommendations provide guidance on monitoring activities that ~~will be~~ are necessary to track development performance. Monitoring will also be essential to future planning efforts. ~~A particular~~ An important condition to be monitored is the achievement of transportation improvements needed to mitigate the impacts of development. If a reliable mechanism for funding these improvements needed beyond the year 2030 is established, then the Plan stated that the IDL ~~initial development level~~ of 45 million square feet of office uses ~~may could~~ be increased through a Tysons-wide or area-wide specific Plan Amendment.

~~The following criteria should be considered when determining an increase in the initial development level for office uses:~~

- ~~• Progress achieved toward the realization of the vision for Tysons;~~
- ~~• Market demand for office space, as demonstrated by new building construction, vacancy rates, and revised forecasts;~~

- ~~Balance between land use and transportation, including the provision of infrastructure and achievement of vehicle trip reduction levels identified for the year 2030 and TDM performance that exceeds the targets outlined in Table 5 in the Transportation section; and~~
- ~~Funding arrangements for transportation improvements and programs, so that timely completion of improvements identified for the period beyond 2030 can confidently be expected.~~

~~A Tysons wide summary of existing and approved development based on information provided by the County should be included with all rezoning applications in Tysons.~~

On October 16, 2012, the Board of Supervisors, based on a recommendation from the Planning Commission, endorsed a Transportation Funding Plan for Tysons, which was on January 8, 2013. This funding plan for Tysons is a comprehensive strategy for funding the set of infrastructure improvements identified in the Tysons Plan to support the 113 million square feet of development anticipated to occur by 2050. It allows for flexibility in funding options and sources, as well as for adjustments to be made based upon the pace of development and provides a reliable funding mechanism to implement the visionary plan for Tysons. Therefore, going forward, the IDL of 45 million square feet of office use is no longer applicable as it has been superseded by the 113 million total square feet of development associated with the 2050 GMU forecast that was used as a basis for the adopted Transportation Funding Plan. To this end, staff will continue to monitor the pace and location of residential and non-residential development in Tysons, as well as the construction schedule, funding status, and funding mechanisms for transportation improvements in Tysons to ensure that the pace of the transportation improvements and the pace of residential and non-residential development are proceeding substantially in tandem, as set forth in the Plan.

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~~On January 8, 2013~~October 16, 2012, the Board of Supervisors, ~~based on a recommendation from the Planning Commission,~~ endorsed a Transportation Funding Plan for Tysons, based on a recommendation from the Planning Commission (who had endorsed the Funding Plan on October 16, 1012)~~which was on January 8, 2013.~~ This funding plan for Tysons is a comprehensive strategy for funding the set of infrastructure improvements identified in the Tysons Plan to support the 113 million square feet of development anticipated to occur by 2050. It allows for flexibility in funding options and sources, as well as for adjustments to be made based upon the pace of development, and provides a reliable funding mechanism to implement the visionary plan for Tysons. ~~Therefore~~Because a funding plan to support the 113 million total square feet of development associated with the 2050 GMU forecast is now in place, going forward, ~~the IDL of 45 million square feet of office use is no longer applicable as it has been superseded by the 113 million total square feet of development associated with the 2050 GMU forecast that was used as a basis for the adopted Transportation Funding Plan.~~ To ensure that the pace of the transportation improvements and the pace of development are proceeding substantially in tandem, as set forth in the Plan~~this end, staff will~~should continue to monitor the pace and location of residential and non-

residential development in Tysons, as well as the construction schedule, funding status, and funding mechanisms for transportation improvements in serving Tysons. ~~to ensure that the pace of the transportation improvements and the pace of residential and non-residential development are proceeding substantially in tandem, as set forth in the Plan.~~ In addition, the development levels in the Comprehensive Plan should be evaluated beginning in summer 2024 (10 years after the initiation of Metro Silver Line service).

